MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority
FROM: Chairman Martin E. Nohe, Chairman, Project Implementation Working Group
DATE: April 18, 2015
SUBJECT: Adoption of the FY2015-16 Two Year Program

1. Purpose. To seek Northern Virginia Transportation Authority adoption of the FY2015-16 Two Year Program.

2. Suggested Motion: I move adoption of the FY2015-16 Two Year Program.

3. Background. At its meeting on July 24, 2014, the Authority approved a schedule to develop and adopt the FY2015-16 Two Year Program. Consistent with this schedule, the Authority approved project selection criteria at its meeting on October 9, 2014. At its meeting on December 11, 2014, the Authority approved a revised schedule to allow sufficient time for the Virginia Department of Transportation (VDOT) to coordinate with project stakeholders with respect to the HB599 Evaluation and Rating Study. This revised schedule resulted in a one month delay in the planned adoption of the FY2015-16 Two Year Program, from March 2015 to April 2015.

NVTA staff presented its initial recommendations for the draft FY2015-16 Two Year Program to the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015. These recommendations incorporated draft highway project ratings from the HB599 Evaluation and Rating Study, which were released to project stakeholders on January 6, 2015. Project stakeholders were invited to comment on the NVTA staff’s initial recommendations, and were requested to provide additional information in response to PIWG comments.

NVTA staff presented an updated version of its initial recommendation to the PIWG at its meeting on February 13, 2015. PIWG members reviewed candidate projects that had not been included in the updated recommendation, some of which were subsequently added to the recommended list of projects to be included in the draft program.

At its meeting on February 26, 2015, the Authority approved release of the draft FY2015-16 Two Year Program for Public Hearing, which was subsequently held on March 25, 2015.
projects were included at the Public Hearing (27 highway projects and 17 mass transit projects.) Of these, 18 highway projects and 16 mass transit projects were ‘recommended’ by the PIWG. The remaining 9 highway projects and 1 mass transit project were referred to as ‘candidate’ projects.

In addition to the Public Hearing, Town Hall meetings were hosted in five locations representing seven jurisdictions.

4. **Recommended Projects.** The PIWG met on April 13, 2015 to review the comments submitted to the NVTA during the public comment period, and to discuss its final recommendation for the FY2015-16 Two Year Program. This discussion resulted in three candidate highway projects being added to the recommended list, with no deletions.

At its meeting on April 17, 2015, the Finance Committee confirmed that the regional revenues available for the FY2015-16 Two Year Program are $359 million, net of other commitments including a transportation reserve fund for future projects and a contingency fund for approved projects.

Funding requests associated with the recommended 21 highway projects and 16 mass transit projects amount to $345,939,000, leaving $13,061,000 unallocated in addition to reserve and contingency funds.

PIWG members and NVTA staff will be available at the April 23rd NVTA meeting to answer questions.

**Attachments:**

A. A list of 229 comments received from all sources during the public comments period, which ran from March 11th thru April 13th. All comments, including testimony, transcript, and a 467-signature petition, are posted on the Authority’s website.

B. An overview of the public comments.

C. List of recommended projects and supporting documentation, including the project selection process, and allocation of funds by mode and jurisdiction/agency.

D. Letter from Fairfax County dated April 17, 2015, submitted at the request of PIWG, providing more information about the congestion mitigation capabilities of Project 8R: Frontier Drive Extension and Braided Ramps.

**Coordination:** Members, NVTA Project Implementation Working Group
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2015-16 Draft Two Year Program Public Comment Documentation

Spreadsheet compiling all Public Comments received is attached. Additional documents listed below are available upon request and at the NVTA website:


- Public Comment Letters
- Public Hearing Transcript
- Public Hearing Written Testimony
- Public Comment Emails
- Delegate Surovell U.S. Route 1 Fairfax Petition
## Draft FY2015-16 Two Year Program

### Public Comments March 11, 2015 - April 12, 2015

<table>
<thead>
<tr>
<th>Sum Comment</th>
<th>Project Name</th>
<th>Comment Type</th>
<th>Comment By</th>
<th>Summarized Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would like to endorse all the staff recommended transit projects. Almost by definition, the transit projects are regional. However, the highway projects still remain the top need for the vast majority of the residents of the region. Using both the NFTA Score and the HB599 Rating, my recommended list of projects would include: 2C, 3H, SB, BP, 1M, 8Q and 3K. If funds are available several of the other staff recommended highway projects could be added.</td>
<td>Multiple projects</td>
<td>Richard D. Entzminger</td>
<td>Highway projects are top need.</td>
<td></td>
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<tr>
<td>Received please find a “HIGHLIGHTED” list of Recommended Projects (FY2015-FY2016), for approval and investment of the available $53.2 million in Northern Virginia Regional Funds. It is imperative and critical to the Authority’s mission and future success of Northern Virginia’s transportation infrastructure that funded projects be selected from a ‘REGIONAL PROSPECTIVE’ solely.</td>
<td>N/A</td>
<td>General</td>
<td>Wants funded projects selected solely from a regional prospective.</td>
<td></td>
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<td>I strongly support the funding of improvements and widening of Richmond Highway in Fairfax County. I am Vice President of the board of directors of the Southeast Fairfax Development Corporation, a public private partnership between Fairfax County, land owners, citizens and businesses of the corridor who are focused on redevelopment and revitalization of the land use and transportation improvement and new options of corridor. Richmond Highway is not a local arterial it is an inter county, inter city arterial as it ties Prince William County through Fairfax County to Alexandria, Arlington and the District of Columbia job centers and it supports a large residential and commercial land area along its route. The corridor is a mash of 4 lanes going to 6 lanes and back to 4 lanes and largely without sidewalks. This is a disgrace and needs to be corrected as soon as possible.</td>
<td>Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road</td>
<td>Project</td>
<td>Supports improvements and widening of Richmond Highway in Fairfax.</td>
<td></td>
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<td>I am a member of the Alexandria Transportation Commission. The Commission is sending along separately, its collective thoughts on the Two Year Program; although what follows is largely in line with that, I am writing today to express my own thoughts only. I am very pleased to see the funding provided for the West End Transway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority projects. As regards the first two, these are very critical projects that will provide a significant benefit not only to Alexandria but to our visitors and neighbors as well.</td>
<td>Multiple projects</td>
<td>John Thillmann</td>
<td>Supports projects.</td>
<td></td>
</tr>
<tr>
<td>I would be unable to attend the meeting this Saturday, however, I would like to see number BS - Fairfax US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) $13,500,000 in FY2015-2016 moved into the recommended column.</td>
<td>Project</td>
<td>Kate Fike</td>
<td>Supports project.</td>
<td></td>
</tr>
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<td>As immediate review of evening and late night commuter bus schedules from the Vienna Metro station is needed. When the Silver line opened last year, the number of evening trains arriving in Vienna was reduced. The arrival of trains does not coincide with scheduled bus departures between 7:30 pm and 10 pm. In particular the 644 bus leaving at 7:35 should be changed to 7:40 and the 644 leaving at 7:55 should be changed to 8 pm.</td>
<td>Multiple transit</td>
<td>Brian Tumulty</td>
<td>Review of commuter bus schedules at Vienna Metro is needed.</td>
<td></td>
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<tr>
<td>Project BP has a lower HB599 rating of 10.8 than Project BS of 12.5 and should take the place of BP since this is the only missing link between the 6 lane segment north to the Beltway and 6 lane segment now under construction through Fort Belvoir. The lack of funding for segment BS in between is holding up the revitalization of the Rt. 1 Corridor in Fairfax County. The revitalization of this segment of Rt. 1 has been a recommendation on the Fairfax County Transportation Master Plan for over 20 years when final construction plans were put on hold to allow a study through Prince William County. The funding request of $13.5 million for BS is needed to start updating prior plans for the planned 6 lanes between the existing 6 lanes to the north and 6 lanes currently being constructed on the segment through Fort Belvoir.</td>
<td>Project</td>
<td>Earl Flanagan</td>
<td>Supports project.</td>
<td></td>
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<td>I strongly support the funding of Project BS: US 1 Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.</td>
<td>Multiple transit</td>
<td>Aaron G Vollbrecht</td>
<td>Supports project.</td>
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<td>Project</td>
<td>Rachel Dillensnyder</td>
<td>Supports project.</td>
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<td>Please move Richmond Highway widening project up among the highest priority. The highway is in disarray. There will be six lanes from Telegraph Rd to Jeff Todd Way and then four lanes to Napper Rd (across from Costco) and then back to six lanes up to the beltway. This is totally unacceptable. Please make it happen soon. Congestion and safety issues abound. Richmond Highway should be the focal point for all new happenings along the highway – it is a bastion of prospective redevelopment and revitalization for Fairfax County.</td>
<td>Project</td>
<td>Richard Knapp</td>
<td>Supports project.</td>
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<td>Project</td>
<td>Allen R Hodgkins III</td>
<td>Supports project.</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Supports project</td>
<td>Address</td>
<td>Project</td>
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<td>David Voorhees</td>
<td></td>
<td>Fairfax US 1 Richmond Highway</td>
<td>J. Corbin supports project.</td>
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<td>Charles Britt</td>
<td></td>
<td>Fairfax US 1 Richmond Highway</td>
<td>Stephen K. Keat supports project.</td>
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<tr>
<td>Tina M. Claflin</td>
<td></td>
<td>Fairfax US 1 Richmond Highway</td>
<td>Supports project.</td>
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<td>Stephen Markman</td>
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<td>Fairfax US 1 Richmond Highway</td>
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- I am David Voorhees, a resident of the Mount Vernon District and Chairman of the Mount Vernon Council of Citizens' Associations Budget and Finance Committee. I strongly support the funding of Project 8S: US 1/Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief. Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion. Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Improving US 1 from Mount Vernon Memorial Highway to Napper Road will facilitate attracting quality commercial businesses to this portion of US 1 and thereby improve the tax base for Fairfax County and improve the quality of life for residents of this area. Please fund the much-needed Richmond Highway/Route 1 transportation project.

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Fairfax US 1 Richmond Highway Project Jenny Jin Supports project.

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Fairfax US 1 Richmond Highway Project Jeremy Rossi Supports project.

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Fairfax US 1 Richmond Highway Project John A. Tollaris Supports project.

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Fairfax US 1 Richmond Highway Project Chris Hamilton Supports project.

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Fairfax US 1 Richmond Highway Project Johan De Leede Supports project.

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Fairfax US 1 Richmond Highway Project Elisabeth De Leede Supports project.

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Fairfax US 1 Richmond Highway Project Corey Sherrill Supports project.

I am writing in support of my support of Project 8S: US 1/ Richmond Highway. This is a top level, priority project for the future growth of our county. It needs one of the major economic engines of our county and the highway is woefully deficient. Please make this your number one priority.

Fairfax US 1 Richmond Highway Project Janet N. Cole Supports project.

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Fairfax US 1 Richmond Highway Project John Sprague Supports project.

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Fairfax US 1 Richmond Highway Project Mike Frost Supports project.

I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • Despite being one of the oldest roadways in the county, improvements for this road have been slow in coming. This has created a congested roadway, with far too many distressed properties and traffic congestion. • It is a heavily trafficked roadway—both local and through traffic—• Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.

Fairfax US 1 Richmond Highway Project Charlotte Knopling Supports project.

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Fairfax US 1 Richmond Highway Project Janet N. Cole Supports project.
As someone who commutes along Richmond Highway daily from Lorton to Sherwood Hall Lane, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.

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I understand that you are holding public hearings and considering possible transportation initiatives. Although I do not use Route 1 daily, it is crystal clear to me and thousands of others in the eastern part of Fairfax County that Route 1 is a priority that must be addressed. It serves so many purposes, including access to the Fort Belvoir area, and serving as an alternative to I-95 whenever the two roads run parallel. I am certain that you have limited funds and are balancing priorities and alternatives, but Route 1 is lost in the 1960's and needs help. It is time to act now, so we can have a rejuvenated Route 1 in a few years when it will be needed even more than it is needed now. Please do what you can to move the Route 1 improvements forward.

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Two suggestions, one rather inexpensive one not, but it would relieve traffic on many secondary roads: Cheap suggestion: Add “MAINTAIN POSTED SPEED” overhead signs in both directions of interstate 395 between the Turkey Run HOV intersection and King St. The road constantly boggs down between Duke and Seminary because of the hill up and down and then can’t accelerate up the hill. You see these signs in tunnels so why not on this mile and a half stretch of road? They could be easily installed on current overhead sign structures or on overpasses. More Expensive suggestion: Adding a standard diamond intersection at Interstate 95 and Cardinal Drive. Cardinal Drive has several residential developments, and the only access to I-95 is to go to US-1 and head south to 234, north to Rippon, or cut through other residential areas to Dale Blvd or Minnieville Road. Overloading these neighborhood roads does not promote a feel of safety for pedestrians, not to mention the roads are not designed for the traffic many of them see. A diamond intersection would minimize the size of the intersection as both sides of Cardinal Drive are surrounded by tall trees. A secondary alternative would be to explore the possibility of adding an HOV Express ramp to the north side of this overpass.

N/A Suggestions ANDREW FIEBIG

Two suggestions to relieve traffic on many secondary roads.
I strongly support the funding of Project BS: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.

As a 40+ year resident of Mt. Vernon, me and my neighbors know only too well how vitally important redevelopment of the area is to its future. Redevelopment won’t occur until our serious transportation issues are successfully solved, and project BS is an essential start to that process. Please approve BS as part of the current process.

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My name is Erica Hetzel and I live at 2816 Woodlawn Trail, Alexandria, VA 22306, in the community of Hybla Valley. I will not be able to attend the upcoming Northern Virginia Transit Authority meeting but wanted to voice my support for the "highway project not recommended" involving widening U.S. Route 1 from Mt. Vernon Memorial Highway to Napper Road in Hybla Valley. I also support funding for the proposed Potomac Yard Metro rail station. Both of these projects would significantly improve my daily commute from my home in Fairfax County Alexandria to downtown DC. Please reconsider appropriating some of the available $300 million over two years to the U.S. 1 widening project between Mt. Vernon and Hybla Valley. This area, for years, has been a constant source of congestion and frustration for the many residents living in 22306 and further south. Additionally, the Potomac Yard Metro rail station will provide easier transportation access for the thousands of new residential units being built along U.S. 1 in northern Alexandria and will help to reduce vehicle congestion along the same route.

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I consider the proposed widening of Richmond Highway from the Beltway to Fort Belvoir to be essential for the well-being and inevitable growth of this area of eastern Fairfax County—and, by extension, for the benefit of the entire county and Northern Virginia. I ask you full support for this project.

I am wondering if the study took into account drivers cutting through residential neighborhoods to avoid traffic under the roads in consideration for improvement projects. The reason I ask is because, for example and with respect to Rolling Road, due to the heavy traffic on Rolling Road between Fairfax County Parkway and Old Keene Mill Road, drivers routinely will cut through residential streets, such as Greeley Road, which connects Rolling and Old Keene Mill. If Rolling Road was widened, there would be less traffic and drivers would not use the residential streets as a cut through to get where they are going. Based on the various scoring criteria, it does appear that safety was taken into account (QS6), but it's not clear based on the information presented on your report. I think Q54 should have been given more weight and that 5% is not suitable. Level of Service (LOS) is a significant issue when it comes to our roadways.

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Fairfax US 1 Richmond Highway Project Angie Maniglia Turner Supports project.

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Fairfax US 1 Richmond Highway Project Daniel Johnson Supports project.

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Fairfax US 1 Richmond Highway Project Jeff Oakley Supports project.

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Fairfax US 1 Richmond Highway Project Robyn Koehler Supports project.

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Fairfax US 1 Richmond Highway Project Chris Revere Supports project.

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Fairfax US 1 Richmond Highway Project Bruce Snow Supports project.

I will not be able to attend the meeting on March 31 but I wanted to express my strong support for the widening of Route 1 from Hylton Valley to Woodlawn. We have lived in the area for over 20 years and have seen the traffic congestion get worse each year. The expansion of Fort Belvoir has traffic it dramatically. The widening is also important to redevelopment efforts which have shown great success in recent years. The highway is used by nearly all Mount Vernon residents for shopping, and by thousands of others for commuting. It is about the only viable alternative to I-95 if there is a blockage for any reason. It is the key transportation link in the southern part of the county and must be improved as soon as possible.

Fairfax US 1 Richmond Highway Project Kenneth Roberts Supports project.

I want to assure you that the expansive Route 1 widening project will have a big impact on Richmond Highway. As one of the most heavily used commuter routes, improvements are long overdue. The project will reduce congestion and make the ride safer for cyclists and pedestrians. I urge you to consider this project a priority for funding.

Fairfax US 1 Richmond Highway Project William L. Foust Supports project.

I have been involved with this project for over a year now. I address the same issues each time and each time the next phase is published without addressing the basic problem with the entire Route 1 Multimodal study and the resulting projects. As I reviewed the project plan, I began to see the same problems. The projects are being funded and completed from south to north and the traffic problems are the exact opposite. As you progress north up route 1 the traffic gets heavier and heavier. By expanding from the south to the north, it will create many problems and cost significantly more. The property values will rise as the ability to live further out is facilitated by the proposed expansions. When it comes time to do the northern section expansion, the ROW costs will be significantly higher than they are now and are forecasted to be in the studies I have seen. Additionally, the proposed plan does not even address the expected northern section traffic flow in the years before the expansions are complete. The proposed metro expansion from Huntington to Hylton Valley should be the first route 1 expansion completed. Only this expansion will actually address the expected traffic flow and remove vehicles from the roadway. Just like I-95’s expansion. By the time the widening is completed, it will have fixed yesterday’s problem tomorrow and not address the future increases in traffic along the route 1 corridor. I again, highly suggest that any widening of route 1 be completed as part of the metro expansion, starting from the north and working south to alleviate the actual traffic problem and complete the ROW for the entire project before the property values make the northern segment expansions financially impossible. I will be at the meeting on 31 Mar in the South County Government Center to raise all these concerns in person again.

Fairfax US 1 Richmond Highway Project William L. Foust Supports project.

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Fairfax US 1 Richmond Highway Project Pam and Alan Zachman Supports project.
Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mnt Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.

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My husband commutes from Montclair to Capitol Hill every day and there are a few things that would make his commute and others in the area better. There need to be more buses that run in the evening from the Pentagon to Montclair. Also the commuter lot at 234 and Rt 1 is not big enough! Lastly, the level of communication between the PRTC buses needs to improve! My husband has been on the bus that leaves the Pentagon at 8:02pm and sat in the parking lot of the 234 commuter lot for 20 minutes waiting for others buses to come through the lot with potential passengers for his bus. 99% of the time, the other buses DO NOT have passengers that need to change to his bus. Why can his bus not radio the other ones in route so if anyone needs this transfer? Its a waste of time for everyone involved, negatively impacts our environment by having a idleing bus sit and wait for 20 minutes and its also a waste of money for fuel and more maintenance for the bus. This practice needs to stop.

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Supports project.

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| 999 | Please support Project BS. | Fairfax US 1 Richmond Highway | Project | Keith Maly | Supports project. |
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| 107 | I strongly support the funding of Project BS: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation’s main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project. | Fairfax US 1 Richmond Highway | Project | Elizabeth Sanchious | Supports project. |
| 108 | See Public Comment Letters pdf p 18 - 21 | Fairfax US 1 Richmond Highway | Project | Elizabeth Sanchious | Supports project & suggests specific improvements. Includes response from Supervisor Mckay |
I urge the NVTA to include project 8s, the improvements to Route One (Richmond Highway) between Napper Rd to Mt. Vernon Memorial Hwy/Jeff Todd Way as part of the two year program. The community support at the Fairfax County South County Government Center public hearing on March 31st was more than impressive. But even more important is the pressing immediate need. I cannot help but feel that the importance of this project was not fully appreciated and ranked accordingly. I live near the Mount Vernon estate and avoid Route 1 whenever possible because of its condition and the traffic congestion. What I find disheartening, even if understandable, are the number of new employees at Fort Belvoir because of the BRAC changes, which now use the George Washington Memorial Parkway to get to Fort Belvoir from Maryland to avoid Route 1. The proposed improvements on Route 1 could put them back where they belong, on the highway! I doubt that this was adequately considered in the ranking of need.

Fairfax US 1 Richmond Highway | Project | Peter Christensen | Supports project.

As we age our mind gets a bit foggy BUT I am certain funding was available for that expansion years ago. What happened to it? How will this help traffic going south on Rt 1 when there are only 2 lanes going under railroad bridge? Even thought of making service roads for shopping areas and thru lanes for those that do not wish to shop? With Costco at Sherwood Hall Lane and Ft Belvoir expansion it is really crowded on the roadway. And more housing areas going up and shopping areas expanding and still nothing done for the traffic problems....PLEASE do something soon.

Fairfax US 1 Richmond Highway | Project | Linda G772 | Supports project.

I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:  • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief  • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion  • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance  • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.

Fairfax US 1 Richmond Highway | Project | Patrice Carlson | Supports project.

As a long-time homeowner and purchaser of personal and business goods and services in the Mount Vernon, VA region, I encourage the Northern Virginia Transit Authority to classify Project 8S (traffic congestion relief) as a top priority, not only for the economic benefit of Richmond Highway residents and businesses, but also for the economic growth of adjacent Northern Virginia jurisdictions. Reduced traffic congestion along Richmond Highway will encourage, rather than avoid, use of that corridor, which translates into increased exposure to and purchases from businesses along and near that route. Those vehicles, in turn, are likely to continue along the corridor into adjacent jurisdictions for additional purchasing opportunities, due to the ease of direct travel. Simply put, the easier it is to travel along Richmond Highway, the more likely it is that increased purchasing will result there and in other jurisdictions readily accessible from Richmond Highway/Route 1, thus directly improving the economic vitality (including tax revenue) of a significant segment of Northern Virginia.

West End Transway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority | Multiple projects | Alexandria Transportation Commission | Supports NVTA and projects.

I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:  • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief  • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion  • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance  • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.

Fairfax US 1 Richmond Highway | Project | Michele Amhaz | Supports project.

I'm just voicing my opinions / comments with regard to transportation projects that should receive funding.  1. Widening of Route 28 from Manassas Park to I-66 in Centreville

Widening of Route 28 from Manassas Park to I-66 in Centreville | Project | Sang Kim | Supports project.

We have urged a widening of Route #1 to six lanes from Huntington to the Occoquan since the 80's. That we are now marked down for not being shovel ready is inexcusable. Both political and appointed representatives need to take immediate action so that the last sector for widening Route #1 is ready for construction, since on the basis of congestion we can surely complete. Level the field for the Mount Vernon District to compete for a badly needed improvement! The success of the Route #1 Multimodal study hangs on this construction.

Fairfax US 1 Richmond Highway | Project | Frank Cohn | Supports project.

I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:  • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief  • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion  • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance  • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.

Fairfax US 1 Richmond Highway | Project | Robert C. Palmer | Supports project.
As a 51 year resident of Fairfax County from Annadale where I grew up, to Falls Church, to now Alexandria/Mt. Vernon for the last 20 years, I am writing to express my grave concern and surprise that Project 8S (Fairfax US 1 Richmond Highway, from Mt. Vernon Memorial Highway to Napper Road) is not listed as “Recommended” in the “Proposed Highway Projects for the DRAFT NVTA Two Year Program (FY2015-2016)”.  Over the past 35 years that I have been driving through-out the Northern Virginia region, with my family, friends, work and recreational activities spread across the region (from all parts of the Potomac River, from Mount Vernon to Woodbridge and Dumfries, to Sterling and Leesburg, to Centreville, to Alexandria, to Crystal City and Rosslyn, to McLean and Great Falls), I have seen no area ignored as much as this section of highway by the state.  This section of Richmond Heuy has been neglected for decades.  There are photo’s from the 50’s of the highway that look like black and white photos of today.  Traffic flow is poor and highly mismanaged.  It is one of Virginia’s most deadly sections of road to pedestrians and most-dangerous to vehicle traffic.  In fact, a former Mount Vernon Police commander recommended citizens take busses the wrong way and stay on the bus for miles until its return trip to the other desired direction in order to avoid driving the under 50’ 4 lane highway. Along this urbanized stretch of highway, there are limited sidewalks, no pedestrian refuges, no structured turn lanes along with non-existent turn lanes, hap-hazard curb cuts, where curbs even exist, and very little mass-transit/bus travel accommodations.  There are even very deep and dangerous storm ditches within a few feet of the road.  (See decade old photos at http://metropiped.org/mt/index.html#Project )  This greatly impedes traffic flow, causes drivers to make dangerous entry and exits decisions to/from Richmond and key and constantly jeopardizes the life and safety of our citizens using the highly traveled corridor.  Furthermore, while threatening the safety of the citizens traveling through the area, these issues greatly stunts the much needed and highly potential local and regional economic growth.  It is clear that the NVTA scores and the HBS/90 rating failed to adequately rate what is obvious to any traveler down the “8S” corridor and those rankings should not be blindly followed.  Good judgement must be used as well.  It is also clear many of the recommendations do not take into account currently on-going projects for local improvements, creating essentially a “double dipping” for many of those recommendations.  These issues have been around decades and do not take into account current problems even existed for most of the recommended projects.  The Northern Virginia Transportation Authority did not create this problem, but has indeed, inherited it.  Now, the Authority has the ability and responsibility to rescue this section from these decades of neglect.  Adding Project 8S to the recommended list is fair and the right decision.  This will make for a safer and better economic future for both local citizens and those just traveling through the area.

Thank you for holding the public hearing on March 31, 2015 at the South County Government Center.  I live near Fort Belvoir and your hearing was the first I heard about the NVTA’s proposed regional transportation projects for fiscal years 2015 and 2016.  Given the turn-out at the meeting, this apparent was the case for a multitude of residents in this part of the county.  I was deeply disappointed to learn that project 12 (for some reason, also known as project BS), US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road, did not make the cut even though its HBS/90 rating was much higher than 13 of the 18 projects that did make it as recommended.  This is incredulous!  The traffic and congestion on US 1 caused by the 70,000-plus drivers going to and from Fort Belvoir each day is unbelievable.  A large number of these commuters use bus plarxes from Maryland and DC.  These commuters to the fort do not like sitting in traffic, either, even though they are the cause of it.  They do what I do, and use alternate routes that avoid US 1 as much as possible.  As a result, the George Washington Parkway and the Mt. Vernon Highway have become major commuter routes with horrifically deteriorating roadbeds.  The section of US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road is a choke-point.  It desperately needs to be widened to 5 lanes to help ease the traffic congestion.  I urge you to reconsider the ranking of this project so it becomes one of the recommended projects for the two year program (FY2015-2016).

Thank you for holding the public hearing on March 31, 2015 at the South County Government Center.  I live near Fort Belvoir and your hearing was the first I heard about the NVTA’s proposed regional transportation projects for fiscal years 2015 and 2016.  Given the turn-out at the meeting, this apparent was the case for a multitude of residents in this part of the county.  I was deeply disappointed to learn that project 12 (for some reason, also known as project BS), US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road, did not make the cut even though its HBS/90 rating was much higher than 13 of the 18 projects that did make it as recommended.  This is incredulous!  The traffic and congestion on US 1 caused by the 70,000-plus drivers going to and from Fort Belvoir each day is unbelievable.  A large number of these commuters use bus plarxes from Maryland and DC.  These commuters to the fort do not like sitting in traffic, either, even though they are the cause of it.  They do what I do, and use alternate routes that avoid US 1 as much as possible.  As a result, the George Washington Parkway and the Mt. Vernon Highway have become major commuter routes with horrifically deteriorating roadbeds.  The section of US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road is a choke-point.  It desperately needs to be widened to 5 lanes to help ease the traffic congestion.  I urge you to reconsider the ranking of this project so it becomes one of the recommended projects for the two year program (FY2015-2016).

I am writing to express my support of several projects in your two year program.  As a resident of Alexandria I strongly support the funding for the Potomac Yard metro station B1 and the west end train station.  I as well as other projects in the region including the route 1 widening in Fairfax County & all of the vre improvements and the B train car train power for motors.  I hope in future years the NVTA can fund more mass transit projects and help fund many needed improvements for metro including new B-car trains because the current metro system is a failure and there are breakdowns of trains and tracks daily.  I have used metro for over 8 years and am now travel to Tysons Corner daily because of my employer moved their offices from downtown to Tysons because of the shor line so I travel from Braddock Road to Tysons daily, a trip which is over one hour car metro in the morning and afternoon without delays and with delays can take up to 1 hour and a half to two hours.  There needs to be more funding for the metro system but at the same time this region needs to look at other methods for more and better mass transit more to more location as for me it is quicker and cheaper for me to drive on the toll roads in 495 than to use mass transit and I actually feel guilty driving as we try to live car less but it is not the way to live in Alexandria due to poor passenger service though we live next to the Braddock Road metro station no carpools do not take us to where we want to go and no slow on the Ashby metro is dependent but do appreciate the new metro service because it has made it easier to get to Target by mass transit but in general driving has become a better option than metro which is sad.

The good is that my employer is now offering telework which really helps with car less.  With such poor regional mass transit system it is difficult to live car less or car for others unless you are in DC or parts of Alexandria or even now in Tysons Corner.  I think VRE can play an even more important travel role than to hospital or work.  It was able to run trains more frequently and on the weekend.  It would be great for transit to MARC to offer cross regional services from Alexandria to Baltimore.  I think VRE’s ridership would grow if it was more convenient and operated like the services in Maryland, Philadelphia and New York-New Jersey.  It is amazing that this region of millions lacks feasible mass transit.  I hope too that there will be a mass transit option like a light rail or extended metrorail from National Harbor to Alexandria in the future which could use funding from the NVTA to connect to dynamic regional places.  I want to thank the NVTA for the opportunity to provide comments and thank all those who have worked to get this program complete from the staffs of NVTA and the other organizations and all the NVTA jurisdictions.

Ballston Metrorail Station West Entrance
Project
David Van Wagner
Supports project.

Fairfax US 1 Richmond Highway
Project
Jim Walton
Supports project.

Fairfax US 1 Richmond Highway
Project
Michele Aubrey
Supports project.

Fairfax US 1 Richmond Highway
Project
Jim and Sherry Murray
Supports project.

Fairfax US 1 Richmond Highway & Metro expansion
Multiple projects
Robin Moloney
Supports projects and suggests additional mass transit projects in the future.

See Public Comment Letters pdf p 29

Northern Virginia Transportation Authority
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<tr>
<th>Project</th>
<th>Proposal</th>
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<tr>
<td>Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road as part of the Two Year Program as outlined in Project 858 to improve the Route 1 Corridor. We live near Fort Belvoir and have experienced the remarkable growth in traffic over the past few years—a situation that is not going to improve until some of the basic transportation issues are dealt with.</td>
<td>Fairfax US 1 Richmond Highway</td>
</tr>
<tr>
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<td>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd, which I believe is called Project 2C in draft two year NHTA project program, is a critically important link to complete the Loudoun County Parkway. Currently with the Loudoun County Parkway (LCP) ending south of Ryan Road, traffic is sent through lower Ashburn and Brambleton down Ryan Road / Belmont Ridge Road / Evergreen Mills Road, back to LCP. This “diversion” leads to majority commuter traffic using roads that cause through school routes. There are daily incidents of drivers jumping beyond school zones, where children are loading and unloading. The Evergreen Mills Road / Belmont Ridge Road lights suffer huge back ups north to the Ancolia fire station. If and when there is a fire / EMF call, the traffic back will cause an accident / conflict between the traffic queues and the emerging first responders. In the west bound direction from LCP at Evergreen Mills through Brambleton, the roadway is single lane, with no curbs, very little barrier offset and very poor pavement running surface. This road is used for commuter traffic and this is a lot of those regular drivers jumping through red/amber phases on the lights, which is an unsafe condition. Signal and pavement and striping improvements are badly in need, but the biggest item to remedy these items I raise above is to complete the LCP through Ashburn, properly connecting the 270 to 50 with a consistent two lane median separated road to current standards. I appreciate that some of the LCP issues are driven by the housing developers who have not met or completed their commitments to sections of the LCP, Clairolle Parkway etc. However the crux of the matter for VDOT, NHTA, Loudoun County etc., is that the above conditions are safety critical matters and should a school bus incident or first responder incident take place due to the lack of completion of the LCP, then this will be very hard to defend or explain.</td>
<td>Loudoun County Parkway (VA Route 607)</td>
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The number one priority among the 27 Northern Virginia highway projects should be project 12, the widening of US 1 Richmond Highway from Mount Vernon Memorial Highway to Napper Road. This last remaining four-lane bottleneck on Route 1 between the City of Alexandria and the widened stretches of Route 1 farther to the south backs up traffic during rush hours and increasingly sees traffic jams during all open hours of commercial establishments along Richmond Highway. Its present configuration has long been recognized to constitute a grave safety hazard to vehicular, pedestrian and bicycle movement in the Mount Vernon area. There are regular fatal pedestrian accidents. With the widening program now underway adjacent to Fort Belvoir, early completion of the Mount Vernon Memorial Highway to Napper Road segment of Route 1 is all the more important to handle increasing traffic to, from and through the Fort Belvoir area and points south. The environmental importance of widening Route 1 is significant to all of Northern Virginia. As an aging development corridor Route 1 should be seen as an opportunity for “brown fields” redevelopment rather than facilitation of new development of natural lands which characterize many competing proposals farther to the west. Development pressures on Mount Vernon neighborhoods from the National Capital area are increasing. Evidence is seen clearly in the form of increasing commuter traffic reflecting the numbers of area workers who cannot afford to live closer in to DC, but are forced to live in Prince William County, Stafford County or points south. Further evidence comes on the form of the number of Maryland and DC license plates one sees at commercial establishments along Route 1 in Fairfax County. Failure to move Route 1 widening to top priority will condemn this area to the same status as the New York Avenue corridor in northeast DC and Prince George’s County—perpetual bottlenecks and blight.

I believe that the NTVA rating for Rt 1 has erred in the congestion relief and regional connectivity categories. Rt 1 is the vital arm of the travel triangle of I-95 - I-495 - Rt 1, and for better or worse, Rt 1 is the relief valve for traffic congestion/disruptions on I-95 or I-495. Thousands of commuters know that Rt 1 is available as the only continuous route going north or south. There is no alternative route west of the I-95 - I-495 corridor that serves as effectively. With the northern portion of Rt above Napper Rd three lanes in both directions, and with Rt 1 below Jeff Todd Way being widened by federal government funding, the portion of Rt 1 covered by this Project 12 is the “weak link” in that vital travel corridor of I-95 - I-495 - Rt 1. Widening this segment should therefore be critical for congestion relief and worthy of a higher rating. Likewise, Rt 1 as a part of the I-95 - I-495 - Rt 1 travel triangle is the only route on the NTVA list of projects that connects Maryland, via the W&OD Trail, to Prince William County and points south in Virginia. No other project has such regional connectivity. Rt 1 has several wide east-west routes that connect it to I-95 at the south end and that further reinforce the regional connectivity importance of Rt 1 and should enhance the importance of widening the Project 12 section of Rt 1 to support and strengthen that connectivity ability of Rt 1. I believe that the NTVA rating for Rt 1 has erred in the congestion relief and regional connectivity categories. Rt 1 is the vital arm of the travel triangle of I-95 - I-495 - Rt 1, and for better or worse, Rt 1 is the relief valve for traffic congestion/disruptions on I-95 or I-495. Thousands of commuters know that Rt 1 is available as the only continuous route going north or south. There is no alternative route west of the I-95 - I-495 corridor that serves as effectively. With the northern portion of Rt above Napper Rd three lanes in both directions, and with Rt 1 below Jeff Todd Way being widened by federal government funding, the portion of Rt 1 covered by this Project 12 is the “weak link” in that vital travel corridor of I-95 - I-495 - Rt 1. Widening this segment should therefore be critical for congestion relief and worthy of a higher rating. Likewise, Rt 1 as a part of the I-95 - I-495 - Rt 1 travel triangle is the only route on the NTVA list of projects that connects Maryland, via the W&OD Trail, to Prince William County and points south in Virginia. No other project has such regional connectivity. Rt 1 has several wide east-west routes that connect it to I-95 at the south end and that further reinforce the regional connectivity importance of Rt 1 and should enhance the importance of widening the Project 12 section of Rt 1 to support and strengthen that connectivity ability of Rt 1.

I would like to indicate my support for the proposed East Elden Street project in Herndon. This area is currently one of the most intimidating roads in Herndon for anyone not in a vehicle, but contains many destinations that could be reached on foot or by bike if the infrastructure was less hostile. The proposed project will make it easier for local residents to access many of the stores and restaurants along East Elden street safely, thereby reducing vehicle use for short trips. It will also enhance safety for those taking public transit; there are multiple stops along this stretch of road. Additionally, the road’s intersection with the Fairfax County Parkway Trail, Sugarland Run Trail, and the W&OD Trail mean that adding safe infrastructure will help connect three well-used recreational/commuter trails and provide easy access to many local businesses for those passing through. For these reasons, I believe this improvement should be fully funded within the FY2015-2016 two-year program.

Fairfax US 1 Richmond Highway Project John Kohout Supports project.

Fairfax US 1 Richmond Highway Project James B. McCracken Supports project.

Fairfax US 1 Richmond Highway Project Eleanor Quigley Supports project.

Fairfax US 1 Richmond Highway Project Audrey Clement Supports project.

Fairfax US 1 Richmond Highway Project Delegate David Albo Supports project.

Fairfax US 1 Richmond Highway Project Delegate Jim Sickles Supports project.

Fairfax US 1 Richmond Highway Project Delegate Mark Skulski Supports project.

Fairfax US 1 Richmond Highway Project Delegate Bob Marshall Supports project.

Fairfax US 1 Richmond Highway Project Delegate Jim LeMunyon Supports project.

Fairfax US 1 Richmond Highway Project Delegate Mark Skulski Supports project.

Fairfax US 1 Richmond Highway Project Supervisor Principi Supports project.

Fairfax US 1 Richmond Highway Project Mayor Limatized Supports project.

Fairfax US 1 Richmond Highway Project Mayor Markel Supports project.

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<tr>
<th>No.</th>
<th>Source of Testimony</th>
<th>Description of Projects</th>
<th>Supporting Group or Individual</th>
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<td>150</td>
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<td>Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station</td>
<td>Northern Virginia Transportation Authority</td>
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<td>Jeremy McPike Supports projects.</td>
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<td>153</td>
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<td>Route 28 widening in Prince William, Manassas and Fairfax County to I-66, Route 28 bypass study, Route 1 widening both in Prince William and Fairfax County, Fairfax County Parkway Improvements study, Loudoun County Parkway extension to U.S. 50, East Market Street Battlefield Parkway Interchange, Route 7 Widening, Dulles Toll Bridge, Belmont Ridge Road, Turf Parish Road, East Elder Street Improvements, Route 15 Bypass at Edwards Ferry Road Interchange, 8-car Metro Train power upgrades, 4 Buses for Loudoun, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station</td>
<td>Multiple Projects Committee for Dulles Supports projects.</td>
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<td>154</td>
<td>See Public Hearing Transcript pdf p 74 - 77, Public Hearing Written Testimony pdf 16 - 17</td>
<td>Route 1 Widening Prince William Project</td>
<td>Dennis Drinkard Supports project and suggests Occoquan Bridge will need to be widened in the future.</td>
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<td>155</td>
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<td>Northfax Intersection Improvements Project</td>
<td>Michael Roskind Does not support project.</td>
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<td>158</td>
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<td>All projects on proposed list Multiple projects</td>
<td>Faris Abboushi Supports projects and comments NVTA.</td>
</tr>
<tr>
<td>159</td>
<td>See Public Hearing Transcript pdf p 90 - 91</td>
<td>Action with comments and 467 signatures, see Petition pdf.</td>
<td>467 citizens Supports project.</td>
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As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children’s activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce congestion and to improve regional mobility. However, many of the projects included in the Authority’s proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and reexamine our dollar amounts on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; B-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock transportation grid to enhance accessibility, sustainability and quality of life. Businesses on Route 1 are suffering from traffic congestion. Residents’ quality of life is impacted negatively from traffic congestion. Our watersheds and storm water runoffs are in appalling condition and in need of the infrastructure improvements and modernization that Project 8S will bring. This can be a powerful first step in the revitalization of Mount Vernon and Lee similar to how NVTA has assisted northern and western Fairfax County for many years. Please invest in the South County area.

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<td>174</td>
<td>Here are my suggestions, based upon 40 years residency in Fairfax County. Increase pedestrian walking and bike routes. Some routes could be along power transmission lines, where there are already power trails and sometimes even paved paths. Pedestrian infrastructure, like the W&amp;OD trail, GW bike path, etc. add value to properties, increase nature habitat, provide recreational / exercise opportunities and reduce traffic congestion. We cannot keep building more roads. Route 28 and 65 have been widened, time and again, and they are still a nightmare. Each single occupants car takes up the space of at least 6 bicyclists. Ban cell phone use in cars. Distracted drivers are slow and often oblivious to changes around them. Distracted drive causes accidents, resulting in delays, and are very slow to react to traffic moving faster - causing needlessly delays for everyone in their wake. Human over-population, and population migration are the culprits with transportation gridlock. We could pave the entire globe and still have traffic congestion. &quot;Rush hour&quot; used to start at 5pm and end at 6pm, in the afternoon, and 8-9am in the morning. The underlying issues are the culprits, and government officials have lacked the willpower to make substantive changes, for fear of upsetting anyone. So, we address transportation gridlock with band aid remedies like destroying more wildlife habitat, to make room for more people and more cars, again and again.</td>
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| Multiple projects | Diane Anthony |

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| Multiple projects | Lynsa Seward |

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| Multiple projects | John Quinney |

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| Multiple projects | Pam McCooch |

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| Multiple projects | Virgil Frizzell |

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| Multiple projects | David Moya |

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| Multiple projects | John Mason |

Northfill Intersection Improvements Project | Supports project.
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<td>Roger Nakazawa</td>
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I'm here to address the issue of Northollis and the application for a traffic reduction grant associated with Northollis. I've set up a website flavinaexarnw.org where I lay out and pull up the spreadsheet and the data associated with the quality of the program. First thing is Northollis rates out of a scale of 0 to 100 on the VDOT independent rating. It rates 80.2 and in that rating, it's not clear if it takes into account the real intent of the project, which is an economic development project to put office buildings and clear the office building site from floodplains. That being said, the NVTA, itself, when you look at their spreadsheet and how they rate the project, they give it 22.7 points for Northollis out of 100 and all of those points are basically we’re really good to spend but then all of a sudden and without explanation the project jumps from the 36 of 37 most viable projects rated by VDOT to the 6th most viable project with a 51.7 rating, which I have no idea where that came from. The concern I have is a series of things: 1. It's not a roads project, it's not a congestion project, and it's really a development project to develop the property of private property owners over by the strip mall. It's giving $38M public dollars which you're asking for an additional $100M. You had $20M plus $10M equals $30M and I call this a tremendous misrepresentation. It's about $1,500 from every man, woman, and child in the City. It's a huge amount of misrepresentation. I'd encourage people to come to the website and take a look at the facts. Thank you.
The main question and observation is that I have there has been a lot of recent research about congestion reduction and different ways of measuring how you achieve congestion reduction. What concerns me is if you are measuring your standard level of service while it’s ‘F’ and we need to make it an ‘F’ or a ‘D’ well then you’re going to widen that road. But 5 to 10 years from now what are the impacts with widening that road. What are the land use patterns that you are going to induce from widening that road. How are you changing travel behavior if it’s level of service ‘F’ all over again. And what I would like to, if Chairman Nohe could address this, would NVTA be considering looking at a broader sort of set of metrics, for measuring how you reduce and manage traffic. My favorite example, and I know people are sick of hearing it, but the Arlington County was not very different in its land use patterns from where we are today 40 years from now. They were not thinking about reducing traffic. They were thinking about economic development when they were planning their streets and when they were planning them around Metro. Well they have achieved tremendous economic development and they have also managed to that. Having an incredible increase in economic activity and travel activity without increasing traffic. So sometimes we have to look for the answers a bit more broadly then let’s just add capacity for single transportation mode. And to the comment in regards to the rating of Northstar project, I think this is related we should just, I think, even VDOT in their analysis would acknowledge what they are looking at in their measuring under HB599. It is fairly partial to larger scale projects like Fairfax County Parkway, which rates very high because you’re moving over a vastly larger distance than say Northstar or Kemp Washington. That’s why it only counts for a part of the overall scoring, so we need to put that in perspective. Thank you.

214

Spoke in support of the Ballston-MU Metrorail Station West Entrance. He said the Neighborhood Conservation Plan for Bluemont, completed in 2013, provides a good summary of the need for the Ballston West Entrance. He said the ability to exit the station in an emergency is very important. He said that Ballston is a heavily used station and described how tragic an outcome could be in a smoke situation such that occurred at L’Enfant happened at Ballston. He said it would be a nightmare with only one entrance and one end of the station platform. He said that while congestion reduction and convenience are important, the west entrance is needed to improve the chance that emergency responders would get in and help people to get out and avoid tragedy.

Ballston Metrorail Station West Entrance Project David Hughes Supports project.

215

Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance. He said the association fully supports NVTA's recommendation to proceed with design funding for the Ballston West Entrance. He said the entrance will bring the station within walking distance to the majority of Bluemont and other areas on the western side of the station, reducing walking distance by about 1/3 mile. The association formally supported the west entrance since before 2007. He said that as more parcels are redeveloped, the need for the west entrance will only escalate and that without the west entrance, new development will put even more pressure on the current entrance. He said 2,100 residents in the Bluemont neighborhood participated in the survey to develop the neighborhood's Neighborhood Conservation Plan, which showed strong support and need for the Ballston West Entrance. He said the west entrance will also provide needed emergency egress from the station. He said Arlington County included the project in its Capital Improvement Program and that there are development contributions provided to help fund the project. He asked NVTA to please fund the Ballston West Entrance.

Ballston Metrorail Station West Entrance Project Jeff Levine Supports project.

216

Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance project and is speaking in favor of the project. He thanked the Transportation Commission and NVTA for the opportunity to comment. He said his office occupies space above the Ballston Metro Station and is considering moving between the current and proposed station entrances. He said that emergency exits are important, but that general access to the station is also important. He said he believes the congested pedestrian conditions at the current station entrance, coupled with the congested bus transfer facility outside the current entrance, yields capacity issues and unsafe pedestrian congestion at the current entrance. He said that having a west entrance would be a great benefit to reduce the traffic jam of people entering and exiting the current entrance. He closed by saying that, as an Arlington taxpayer, he strongly supports the Ballston West Entrance.

Ballston Metrorail Station West Entrance Project John Lau Supports project.

217

Spoke in support of the Ballston-MU Metrorail Station West Entrance. He said the Neighborhood Conservation Plan for Bluemont, completed in 2013, provides a good summary of the need for the Ballston West Entrance. He said the ability to exit the station in an emergency is very important. He said that Ballston is a heavily used station and described how tragic an outcome could be in a smoke situation such that occurred at L’Enfant happened at Ballston. He said it would be a nightmare with only one entrance and one end of the station platform. He said that while congestion reduction and convenience are important, the west entrance is needed to improve the chance that emergency responders would get in and help people to get out and avoid tragedy.

Ballston Metrorail Station West Entrance Project Kevin J. East Supports project.

218

Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance. He said the neighborhood has been waiting for the Ballston-MU Metrorail Station West Entrance. He said the association fully supports NVTA's recommendation to proceed with design funding for the Ballston West Entrance. He said the entrance will bring the station within walking distance to the majority of Bluemont and other areas on the western side of the station, reducing walking distance by about 1/3 mile. The association formally supported the west entrance since before 2007. He said that as more parcels are redeveloped, the need for the west entrance will only escalate and that without the west entrance, new development will put even more pressure on the current entrance. He said 2,100 residents in the Bluemont neighborhood participated in the survey to develop the neighborhood's Neighborhood Conservation Plan, which showed strong support and need for the Ballston West Entrance. He said the west entrance will also provide needed emergency egress from the station. He said Arlington County included the project in its Capital Improvement Program and that there are development contributions provided to help fund the project. He asked NVTA to please fund the Ballston West Entrance.

Ballston Metrorail Station West Entrance Project Larry Smith Supports project.

219

Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance. She expressed concern over the current elevator capacity at the Ballston Station and said that if one of both of the elevators were to go out of service, the station would not be ADA compliant. She said so much new development has occurred and been approved based on the anticipation of the Ballston West Entrance. She said the elevators and emergency egress stairs should be a priority for the west entrance.

Ballston Metrorail Station West Entrance Project Ellen Armbruster Supports project.

220

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Ballston Metrorail Station West Entrance Project Kevin J. East Supports project.
## Northern Virginia Transportation Authority

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233 See Public Comment Letters pdf p 45 - 46

| I am writing to strongly urge Project # 8 | Route 1 widening between Mt Vernon Hwy and Napper Rd | to be funded in this two year cycle. This is the only proposed project in the Mount Vernon District, and it is critical for funding to be approved. The Mount Vernon area has suffered traffic nightmares since the expansion of Ft Belvoir in BRAC. North of Napper Rd, Route 1 is 6 lanes. Now, once the Belvoir road widening is complete, it will be 6 lanes South of Mt Vernon Hwy. That would leave the 2.5 mile stretch between as a 4 lane gridlock. Unless you have had to make this trip, you may not be able to imagine what a nightmare it is, and it makes no sense - traffic or economic wise - to leave this section as 4 lanes. While I understand that all the proposed projects are urgent and deserving, this one is more so. The traffic gridlock is only set to become worse with the addition of over 20,000 ADDITIONAL personnel at Ft Belvoir in the next few years. |

| Supports projects. |

234 I am writing to ask that you fully fund Project 8S. I live in Mount Vernon and I experience daily the extreme traffic congestion along Richmond Highway. With your help, the last 2.5-mile stretch of 4 lanes can be widened to 6 lanes. I travel to Alexandria City and Washington, D.C. often and I always seek alternate routes despite the fact that Route 1 should and could be the most direct way to my destinations. I am also a strong environmental advocate and I know just how much Project 8S can help bring Richmond Highway back to a respectable level. The infrastructure along the Richmond Highway corridor is in dire need of upgrading and updating. We here in Mount Vernon have been told to wait until next year for far too long. We cannot wait until next year. Our time is now. Please help us here in the South County area. We’ve already started on capital improvements and we need the Commonwealth, the County, and the federal government to help us as well. I have visited northern and western parts of Fairfax County and noticed a very interesting thing - they have sidewalks, bike lanes, and plenty of cross-walks. Mount Vernon does not. I find it unacceptable that the district with the most residents who rely on walking or biking to get around forces them to walk in the street. This is dangerous and must be rectified. Project 8S can really be the shot in the arm that Mount Vernon needs. New environmental infrastructure, widened lanes, sidewalks, bike lanes, and cross-walks will help the appearance and functionality of Richmond Highway. It’s about time we are given the same tools that the rest of Fairfax County is given. Please fully support and fully fund Project 8S. |

| Fairfax US 1 Richmond Highway | Ellen Young |

235 I am a resident of Arlington, VA, and I am writing in support of the Ballston Metrorail Station West Entrance. For many years now, my civic association, the Bluemont Civic Association, has actively advocated for a West Entrance to this Metrorail Station. Now, the need is imperative. With the rapid growth in the Ballston area and the expansion of Marymount University and other higher education facilities, as well as other retail and offices, metrorail traffic will continue to rise. The single entrance to the station is simply inadequate and could be a serious safety hazard in an emergency. It is time now to build the long-promised West Entrance to the Ballston Metrorail station. I hope that you will give this your priority consideration as you proceed with decisions. |

| Ballston Metrorail Station West Entrance | Kate Mattos |

236 See Public Comment Letters pdf p 47


237 See Public Comment Letters pdf p 48 - 49

| Loudoun County Parkway, Belmont Ridge Road, Route 7/Battlefield Pkwy Interchange, Route 15 Bypass | Multiple projects |

| Supports: Loudoun County Chamber of Commerce | Supports projects. |

238 See Public Comment Letters pdf p 50 - 51

| N/A | Multiple projects |

| Supports: Northern Virginia Transportation Coalition | Supports projects. |

239 See Public Comment Letters pdf p 52 - 53

| Northern Virginia Transportation Coalition | Multiple projects |

| Supports: Northern Virginia Transportation Coalition | Supports projects. |
I. Background

The Public Hearing on the draft FY2015-16 Two Year Program was held on March 25, 2015. The Public Hearing was attended by 15 Authority members. Testimony was submitted by 21 speakers. The Public Hearing was video-taped and can be viewed on the NVTA website.¹

In addition to the Public Hearing, the following Town Hall meetings were hosted by member jurisdictions:

- Prince William County, including the Cities of Manassas and Manassas Park (March 18th);
- City of Alexandria (March 18th);
- City of Fairfax (March 24th);
- Arlington County (March 30th); and
- Fairfax County (March 31st).

The public comment period opened on March 11th, and closed on April 13th.²

This overview of the comments received was reviewed by the NVTA Project Implementation Working Group (PIWG) at its meeting on April 13, 2015.

II. Comments Received

Comments were combined into a single database, incorporating testimony submitted at the Public Hearing, feedback form jurisdictional Town Hall meetings, comments submitted online to NVTA’s dedicated email account for the FY2015-16 Two Year Program, and a hand-delivered petition.

Collectively, these comments represent 229 items in the database. The petition, signed by 467 individuals, was incorporated as a single item.

Comments are posted on the NVTA website.³

¹ http://www.thenovaauthority.org/
² Extended by Chairman Nohe from the original deadline of April 12, 2015
III. Overview of Comments

This overview is structured into three components:

- Comments exclusively related to Project 8S in Fairfax County\(^4\) – 120 comments, including the 467-signature petition as a single comment;
- Comments related to multiple projects, including Project 8S – 54 comments; and
- Comments unrelated to Project 8S – 55 comments.

The following sections address each of the above components. Inevitably, an overview of this nature cannot address each of the 229 comments. PIWG members are encouraged to review the database of comments to obtain the most comprehensive understanding of comments received.

IV. Comments exclusively related to Project 8S

The comments provide strong support for addition of this ‘candidate’ project to the ‘recommended’ project list. Typical of the comments received is the following:

“I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists.

Please fund the much-needed Richmond Highway/Route 1 transportation project.”

Some respondents added that improvements to Route 1 would support economic development and revitalization in this part of Fairfax County. This project was a major topic at the well-attended Town Hall meeting. As mentioned above, this project is supported by a 467-signature petition.

V. Comments related to multiple projects, including Project 8S

In addition to the exclusive comments in support of Project 8S, 54 comments included support for this project among others. Of these, 41 comments were from the realtor sector. Typical of the comments received is the following:

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\(^4\) Project 8S: US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road
“As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority’s proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

- Route 28 and Route 1 Widening;
- Route 28 Bypass Study;
- Fairfax County Parkway Improvements Study;
- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard.

Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.”

Other business-related associations supported some or all of the above projects.

VI. Comments unrelated to Project 8S

55 comments were received that were unrelated to Project 8S. This included general and specific support for recommended transit projects, particularly:

- Ballston Metrorail Station West Entrance;
- West End Transitway; and
- Potomac Yard Metrorail Station.

Other recommended projects supported included:

- East Elden Street Widening;
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123;
- Loudoun County Parkway;
- Belmont Ridge Road;
- Route 7/Battlefield Pkwy Interchange;
- Route 15 Bypass;
- Route 7 Widening – Dulles Toll Road Bridge; and
- Columbia Pike Street Improvements.
Candidate projects supported included:

- Rolling Road Widening; and
- Frontier Drive.

Several comments were transportation-related but did not comment on the list of recommended and candidate projects, but did make other suggestions for transportation improvements.

VII. Process-related comments

In addition to project-related comments, some responses addressed NVTA’s project selection process, expressing both support and concern. Two recommended projects were identified in some responses for consideration not to be funded, primarily due to their low HB 599 ratings:

- East Elden Street Widening; and
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123.

Several comments noted that the Authority should not allocate all available funds, and should instead reserve some funds for future project funding requests.
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2015-16 Two Year Program: Supporting Documentation

I. Introduction

This document summarizes the overall approach to project selection for NVTA’s FY2015-16 Two Year Program, and highlights why individual projects were classified as ‘recommended’ or ‘candidate.’

II. Overall Approach to Project Selection

NVTA’s overall approach was utilized for the FY2014 Program which was found by the court to comply with statutory requirements, and then added HB 599. The approach uses three types of screening.

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding.
- Detailed Screening: projects that pass Preliminary Screening are then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
  - Quantitative Score: a composite score is calculated for each project, using weighted selection criteria. Eleven selection criteria are used, based on criteria from the TransAction 2040 long range transportation plan; the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB599 (2012) Evaluation and Rating Study.\(^1\)
  - Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.\(^3\)

This approach favors projects that offer the potential to deliver a high degree of congestion relief sooner rather than later.

III. HB599 Evaluation and Rating Study

The final HB599 rating for each highway project was used by NVTA as the major criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTA to determine each project’s quantitative score. The HB599 rating itself is a composite of seven different measures, encompassing

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1 A more comprehensive description of the project selection process is posted on NVTA’s website: http://www.thenovaauthority.org/Documents/NVTA%20FY2015-16%20project%20selection%20process%20012515.pdf

2 Congestion reduction, project readiness (two criteria), urgency, reduction of vehicle miles traveled, safety, connection of activity centers, regional connectivity/modal integration, improved bike/pedestrian options, management/operations, and cost sharing.

3 Congestion reduction relative to cost, continuity of project funding, cost sharing, geographic balance, modal balance, and any additional information not taken into account elsewhere.
congestion (three measures), transit (two measures), accessibility (one measure), and emergency evacuation (one measure).

The definition of each project was based on information provided by the project sponsor to the VDOT consultant team, which then determined the HB599 ratings. The HB599 ratings were calculated assuming the projects were fully operational in each of the evaluation years – 2020 and 2040 – regardless of the current status of the project (study, design, right of way acquisition, etc.). The HB599 study was not required to take into account factors such as project cost, environmental impacts, or funding availability. These factors are considered to some extent as part of NVTA’s project selection process.

IV. Project Classification

NVTA’s Project Implementation Working Group (PIWG) used the overall approach to project selection described above to classify projects as either ‘recommended’ or ‘candidate.’ Recommended projects are generally those with the highest NVTA scores and, if approved by NVTA, will be funded to the extent requested using NVTA’s regional revenues for FY2015-16. The remaining projects are classified as candidate projects because they may still be funded subject to the discretion of NVTA and the availability of sufficient funds.

NVTA held a Public Hearing on March 25, 2015 to present its draft FY2015-16 Two Year Program, comprising 44 regional projects:

- 27 highway projects, comprising 18 recommended and 9 candidate projects (see Table 1)
- 17 mass transit projects, comprising 16 recommended and 1 candidate projects (see Table 2)

V. Highway Projects

The 18 recommended projects include 16 projects with the highest NVTA scores. Two additional projects were recommended:

- Project 1P\textsuperscript{5} was recommended as it had been previously approved in NVTA’s FY2014 Program.
- Project 3K\textsuperscript{6} was recommended because it has the highest HB599 rating among the candidate projects. It also offers the potential for congestion relief ahead of the findings of recommended Project 3H\textsuperscript{7}.

\textsuperscript{4} A public comment period was open from March 11 thru April 12, 2015
\textsuperscript{5} Project 1P (Town of Leesburg) Route 15 Bypass at Edwards Ferry Road Interchange
\textsuperscript{6} Project 3K (Fairfax County) VA Route 28 Widening (Prince William County Line to Route 29
\textsuperscript{7} Project 3H (City of Manassas) Route 28 (Manassas Bypass) Study Godwin Drive Extension
Following a review of the public comments, three candidate projects were added to the list of recommended highway projects, for a total of 21 recommended highway projects:

- Project 5C (Fairfax County) Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Parkway
- Project 8R (Fairfax County) Frontier Drive Extension and Braided Ramps
- Project 8S (Fairfax County) Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

Recommended highway projects are highlighted in yellow in Table 1. If approved, the most advanced phase for which NVTA funds will be used for each of the 21 recommended highway projects is also highlighted in Table 1:

- Construction – 11 projects;
- Right of way acquisition – 2 projects;
- Final design – 1 project;
- Preliminary engineering – 6 projects; and
- Study – 1 project.

Although Project 6Q\(^8\) would also use NVTA funds for construction, it was not recommended because of its $96 million funding request and low HB599 rating. Even though some candidate projects have higher HB599 ratings than some of the recommended projects, the latter will be able to deliver congestion relief sooner because they are at a more advanced phase.

It is noted that the HB599 rating is in part related to the geographic impact of the project – intersection/interchange improvements have smaller impact areas than corridor improvements. Project 6I\(^9\) has an HB599 rating of 0.2, but will nonetheless benefit users of Routes 29/50 and 123 in the City of Fairfax. Also, this project was previously approved in NVTA’s FY2014 Program.

### VI. Mass Transit Projects

For the draft FY2015-16 Two Year Program, the mass transit projects were not required to be evaluated by the HB599 process. Consequently, the highway and mass transit projects were evaluated on a slightly different basis and their NVTA scores are not directly comparable. The 16 recommended projects are highlighted in yellow, including 15 projects with the highest NVTA scores. One additional project was recommended:

- Project 8X\(^10\) was recommended as it is needed because of related rail studies in the corridor, and because it has a low funding request of $400,000.

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8 Project 6Q (Prince William County) Route 15 Widening (Route 29 to Route 55)
9 Project 6I (City of Fairfax) Northfax intersection and drainage improvements at Route 29/50 and Route 123
10 Project 8X (VRE) Crystal City Platform Extension Study
Recommended mass transit projects are highlighted in yellow in Table 2. If approved, the most advanced phase for which NVTA funds will be used for each of the 16 recommended mass transit projects is also highlighted in Table 2:

- Construction – 8 projects;
- Bus purchase – 3 projects;
- Final design – 3 project;
- Preliminary engineering – 1 project; and
- Study – 1 project.

Although Project 9N\textsuperscript{11} would also use NVTA funds to reach the construction phase, it was not recommended because of its low NVTA score.

VII. **Funding Requests for FY2015-16 Two Year Program**

Funding requests associated with the recommended projects highlighted in yellow in Tables 1 and 2 are summarized in Table 3 by mode and jurisdiction/agency.

VIII. **Long Term Benefits**

HB 2313 (2013) specifies that when allocating the 70 percent regional revenues, the Authority needs to ensure that each jurisdiction’s long-term benefit will be approximately equal to the proportion of revenues raised by the three taxes and fees in the respective jurisdiction. To this end, the Authority has established some principles to enable this requirement to be determined in the future. For the FY2015-16 Program, care was taken to ensure that recommended projects were not clustered in a one of two jurisdictions/agencies, i.e. that geographic balance was taken into account.

IX. **Future Funding Programs**

Any projects that are not funded using NVTA’s regional revenues for FY2015-16 will be eligible to be submitted for NVTA’s upcoming FY2017 One Year Program, provided they have an HB599 rating.\textsuperscript{12} Funding levels and the project selection process for the FY2017 One Year Program have not yet been determined.

\textsuperscript{11} Project 9N (WMATA) Bus Infrastructure Improvements

\textsuperscript{12} The Call for Projects for FY2017 is tentatively scheduled for the latter half of 2015.
<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Project Description</th>
<th>FY2015-16 Request</th>
<th>Project Cost</th>
<th>Phase Funded</th>
<th>NVTA Score</th>
<th>HB599 Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>2C</td>
<td>Loudoun</td>
<td>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.</td>
<td>$31,000,000</td>
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<td>Construction</td>
<td>64.0</td>
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<td>3H</td>
<td>Manassas</td>
<td>Route 28 (Manassas Bypass) Study - Godwin Drive Extension</td>
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<td>TBD</td>
<td>Study</td>
<td>55.3</td>
<td>29.3</td>
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<td>5B</td>
<td>Fairfax</td>
<td>Fairfax County Parkway Improvements (Study)</td>
<td>$10,000,000</td>
<td>$396,100,000</td>
<td>Preliminary Eng.</td>
<td>54.3</td>
<td>88.5</td>
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<td>Giebe Road Corridor Intelligent Transportation System (ITS) Improvements</td>
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<td>$ 2,000,000</td>
<td>Construction</td>
<td>53.0</td>
<td>8.6</td>
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<td>6H</td>
<td>City of Fairfax</td>
<td>Kamp Washington Intersection Improvements</td>
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<td>$ 9,800,000</td>
<td>Construction</td>
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<td>3.5</td>
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<td>8P</td>
<td>Prince William</td>
<td>Route 1 Widening from Featherstone Road to Mary's Way</td>
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<td>$52,400,000</td>
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<td>52.1</td>
<td>10.8</td>
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<td>6I</td>
<td>City of Fairfax</td>
<td>Northfax - Intersection and drainage improvements at Route 29/50 and Route 123</td>
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<td>51.7</td>
<td>0.2</td>
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<td>9G</td>
<td>Arlington</td>
<td>Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)</td>
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<td>$82,500,000</td>
<td>Construction</td>
<td>51.6</td>
<td>9.2</td>
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<td>1L</td>
<td>Leesburg</td>
<td>Route 7 (East Market Street)/Battlefield Parkway Interchange</td>
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<td>Final Design</td>
<td>50.6</td>
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<td>Fairfax</td>
<td>Route 7 Widening – Dulles Toll Road Bridge</td>
<td>$13,900,000</td>
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<td>4.6</td>
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<td>3I</td>
<td>Manassas</td>
<td>Route 28 Widening South to the City Limits</td>
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<td>Belmont Ridge Road (VA Route 659)- Truro Parish Road to Croson Ln</td>
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<td>Jermantown / Route 50 Roadway Improvements</td>
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<td>Prince William</td>
<td>Route 28 Widening from Route 234 Bypass to Linton Hall Road</td>
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<td>$16,700,000</td>
<td>Construction</td>
<td>48.0</td>
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<td>8Q</td>
<td>Dumfries</td>
<td>Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</td>
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<td>14.6</td>
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<td>1N</td>
<td>Herndon</td>
<td>East Elden Street Improvements &amp; Widening Project (UPC 50100)</td>
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<td>Prince William</td>
<td>Route 15 Widening (Route 29 to Route 55), including RR Overpass</td>
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<td>$96,030,000</td>
<td>Construction</td>
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<td>8R</td>
<td>Fairfax</td>
<td>Frontier Drive Extension &amp; Braided Ramps</td>
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<td>$84,500,000</td>
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<td>2.6</td>
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<td>Leesburg</td>
<td>Route 15 Bypass at Edwards Ferry Road Interchange</td>
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<td>$50,000,000</td>
<td>Preliminary Eng.</td>
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<td>1.9</td>
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<td>Real-Time Adaptive Traffic Control and Data Management System (Study)</td>
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<td>Study</td>
<td>34.9</td>
<td>4.6</td>
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<td>Fairfax</td>
<td>VA Route 28 Widening (Prince William County Line to Route 29)</td>
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<td>$35,200,000</td>
<td>ROW</td>
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<td>12.5</td>
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<td>South Van Dorn Street and Franconia Road Interchange</td>
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<td>8S</td>
<td>Fairfax</td>
<td>US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)</td>
<td>$1,000,000</td>
<td>$90,000,000</td>
<td>Preliminary Eng.</td>
<td>29.2</td>
<td>12.0</td>
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<td>6K</td>
<td>Fairfax</td>
<td>US 29 Lee Highway (from west of Union Mill Road to Buckley’s Gate Drive)</td>
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<td>Study</td>
<td>25.9</td>
<td>2.7</td>
</tr>
</tbody>
</table>

Note: Projects highlighted yellow are recommended (Phase: Construction, ROW, Final Design, Preliminary Engineering, Study)
Table 2: 16 Recommended and 1 Candidate Transit Projects for the draft NVTA FY2015-16 Two Year Program

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Project Description</th>
<th>FY2015-16 Request</th>
<th>Project Cost</th>
<th>Phase Funded</th>
<th>NVTA Score</th>
</tr>
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<tbody>
<tr>
<td>9J</td>
<td>Alexandria</td>
<td>West End Transitway</td>
<td>$ 2,400,000</td>
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<td>Final Design</td>
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<td>8T</td>
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<td>Potomac Yard Metrorail Station</td>
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<td>WMATA</td>
<td>8-Car Train Traction Power Upgrades Located in Virginia</td>
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<td>$424,811,000</td>
<td>Construction</td>
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<td>6M</td>
<td>PRTC</td>
<td>Western Bus Maintenance and Storage Facility</td>
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<td>6N</td>
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<td>8U</td>
<td>VRE</td>
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<td>8V</td>
<td>VRE</td>
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<td>9K</td>
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<td>Connector Bus Service Expansion – Capital Purchase 16 Buses</td>
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<td>City of Fairfax</td>
<td>CUE 35-foot Bus Acquisition</td>
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<td>Bus Purchase</td>
<td>63.3</td>
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<td>6P</td>
<td>VRE</td>
<td>Manassas Park Station Parking Expansion</td>
<td>$ 500,000</td>
<td>$ 19,000,000</td>
<td>Preliminary Eng.</td>
<td>63.3</td>
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<tr>
<td>9M</td>
<td>Fairfax</td>
<td>West Ox Bus Garage</td>
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<td>Construction</td>
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<td>VRE</td>
<td>Slaters Lane Crossover</td>
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<td>$ 7,000,000</td>
<td>Construction</td>
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<td>9N</td>
<td>WMATA</td>
<td>Bus Infrastructure Improvements</td>
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<td>$ 66,400,000</td>
<td>Construction</td>
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<td>VRE</td>
<td>Crystal City Platform Extension Study</td>
<td>$ 400,000</td>
<td>$ 2,000,000</td>
<td>Study</td>
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Note: Projects highlighted yellow are recommended (Phase: Construction, Bus Purchase, Final Design, Preliminary Eng., Study)
Table 3: Summary of Funding Allocations (37 Recommended Projects)

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<th>Sponsor</th>
<th>Mass Transit</th>
<th>Highway</th>
<th>Total</th>
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<td>Projects</td>
<td>Funding</td>
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<td>Fairfax</td>
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<td>Prince William</td>
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<td>Cities</td>
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<td>Alexandria</td>
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<td>$4,090,000</td>
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<td>Towns</td>
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<td>Total</td>
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<td>$131,345,000</td>
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<tr>
<td>Proportion of Funding Recommendation</td>
<td>38.0%</td>
<td>62.0%</td>
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<tr>
<td>Proportion of Estimated Available Funding ($359,000,000)</td>
<td>36.6%</td>
<td>59.8%</td>
<td>96.4%</td>
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</table>
April 17, 2015

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Ms. Backmon

This letter is in regards to the Frontier Drive project currently being considered for funding in the Northern Virginia Transportation Authority (NVTA)'s FY 2015-2016 Program. At the NVTA's Project Implementation Working Group meeting on April 13, 2015, working group members requested more information about the congestion mitigation capabilities of the Frontier Drive Extension and Braided Ramps Project. In response to that request, additional information about the project is provided below, and is also included in the revised Description Sheet (attached).

The Frontier Drive extension is anticipated to reduce congestion by providing alternative route options to/from I-95, Fairfax County Parkway, Loisdale Road, and the Franconia-Springfield Parkway. It will shorten trip lengths and reduce trips on numerous streets in the Springfield Town Center area. The Town Center is redeveloping as a mixed-use development area. This project will especially improve traffic operations in the Springfield area east of I-95, including along adjacent roadways and intersections. The project will improve overall transportation capacity of the roadway network, as well as capacity and access for non-motorized modes. Provision of this alternate route is expected to support approximately 16,000 vehicles per day, approximately 5,000 of which will be diverted from the local roadway network. One critical element is that this project will enhance connectivity and access to and from the Franconia-Springfield Metrorail and Virginia Railway Express stations for commuters, transit buses, pedestrians and bicyclists from the south. This will increase the attractiveness of these transit options and will reduce single occupant vehicle trips in the I-395 corridor north of the Springfield area. This improvement in multimodal access is also important, because the project ranks in the top one-third of Reduced Congested Person Hours in Transit in the HB 599 Evaluation of Significant Projects completed by VDOT.

Thank you for your time and consideration. If you have any questions or need additional information, please call me at 703-877-5663.

Sincerely,

Tom Biesiadny
Director
Attachment

cc: Sharon Bulova, Chairman, Fairfax County Board of Supervisors
    Jeffrey McKay, Chairman, Transportation Committee, Fairfax County Board of Supervisors
Basic Project Information

Submitting Agency: Fairfax County

Project Title: Frontier Drive Extension & Braided Ramps

Project Type (check one):
Roadway (X)  Transit ( )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8):
VA 286 – TA 2040 Corridor 8

1. Project Description: (Maximum 2 paragraphs)
Partial funding for preliminary engineering, performing Interchange Modification Report (IMR) level analysis, and environmental analysis. Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as pedestrian and bicycle facilities. Supports possible future relocation of the FBI to Springfield and provides access between Loisdale Road, Northern Virginia Community College, the Inova Medical Campus, the Franconia-Springfield Metrorail station, and the Springfield Town Center.

2. Requested NVTA Funds: (Enter as $XX for NEW NVTA 70% funds being requested)
$9,000,000 which will allow completion of the preliminary design phase including environmental analysis and an IMR.

3. Phase(s) of Project Covered by Requested NVTA Funds:
Preliminary design phase including developing design plans and performing environmental analysis and an IMR level analysis

4. Total Cost to Complete Project: (Total of all funds needed to complete project $xx-xx)
$84,500,000

5. Project Milestone - Study Phase:
Start of Study (month/year) Fall 2010

6. Project Milestone - Preliminary Engineering (30% Design):
Start of PE (month/year) Spring 2015
7.

8. Project Milestones - Final Design:
   Start of Final Design (month/year) TBD

9. Project Milestones - Right-of-Way:
   ROW acquisitions completed (month/year) TBD

10. Project Milestone - Construction:
    Start of Construction (month/year) TBD

11. Project Milestone - Mass Transit Vehicle Acquisition:
    Start of Construction (month/year) N/A

12. Is Project in Transaction 2040:
    Yes (X) No ( )

13. Project in 2010 CLRP:
    (If NOT in TransAction 2040, please provide 2010 CLRP ID number)

14. Project Leverages other Funding: (please state amount)
    • Local (X)
    • State ( )
    • Federal ( )
    • Other: Developer proffers
Stated Benefits

• What Regional benefit(s) does this project offer?
  This project is expected to reduce congestion on I-95 between the Fairfax County Parkway and Old Keene Mill Road/Franconia Road, and in the area around the Springfield Town Center. It also enhances connectivity and access to and from the Franconia-Springfield Metrorail Station, Springfield Town Center, and the Springfield Industrial Park from the south. In doing so, the project makes the Franconia-Springfield Metrorail Station more attractive and helps to reduce single occupant auto trips on I-395. The project will also create a more walkable, bicycle/pedestrian-friendly environment. If the site is selected, it will support the relocation of the FBI headquarters to Springfield.

• How does the project reduce congestion?
  The Frontier Drive extension is anticipated to reduce congestion by providing alternative route choice options to/from I-95, Fairfax County Parkway, Loisdale Road, and the Franconia-Springfield Parkway. It will shorten trip lengths and reduce trips on numerous streets in the Springfield Town Center area, which is proposed to be a mixed-use development area. This project will especially improve traffic operations in the Springfield area east of I-95 and also along adjacent roadways and intersections. The project will improve overall transportation capacity of the roadway network, as well as capacity and access for non-motorized modes. Provision of this alternate route is expected to support approximately 16,000 vehicles per day, approximately 5,000 of which are diverted from the local roadway network. One critical element is that this project will enhance connectivity and access to and from the Franconia-Springfield Metrorail and VRE Stations for commuters, transit buses, pedestrians and bicyclists, particularly from the south.

• How does project increase capacity? (Mass Transit Projects only)

• How does project improve auto and pedestrian safety?
  The project will reduce congestion around the Springfield Town Center, enhance roadway connectivity and access to and from Franconia-Springfield Metrorail Station, and also enhance bicycle/pedestrian connectivity and access to Franconia-Springfield Metrorail Station. All of these measures will serve to improve safety by reducing vehicle/pedestrian conflicts.

• List internet links below to any additional information in support of this project:
  Springfield Connectivity Study: http://www.fairfaxcounty.gov/dpz/springfield/
Please send pictures with Project Title to: Keith.Jasper@TheNoVaAuthority.org
NOTE: Please include the project title in the email subject line

- Will be sending picture by email (X)
- Will not be sending a picture ( )

POINT OF CONTACT

Submitted by: Tom Burke
E-mail: Thomas.Burke@fairfaxcounty.gov
Telephone: (703) 877-5681

PLEASE PRINT A COPY OF THIS FORM FOR YOUR RECORDS BEFORE SUBMITTING

For assistance please contact Keith Jasper at Keith.Jasper@thenovaauthority.org